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April 1, 1954

TO ALL LAW ENFORCEMENT OFFICIALS:

There has never been a time when the confirmed robber, burglar, rapist, etc., stood a poorer chance of continued success in his criminal specialty than he does today. He has the choice of either abandoning crime entirely or running a gauntlet of identification procedures which make eventual detection and apprehension virtually certain. I believe this is one of the principal reasons why the nation has gone for almost two decades unmolested by prolonged and violent criminal careers of the Dillinger, Nelson and Brady type which flourished during the middle nineteen-thirties.

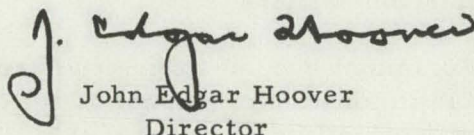
If a confirmed criminal becomes a fugitive from justice and the police and sheriff are unable to locate him promptly, the next step is to place a wanted notice with the Identification Division of the FBI. The notice is placed in the offender's identification record and from that moment forward the search for him becomes, in effect, both national and international. No matter how many aliases or disguises the fugitive assumes, he will be identified by fingerprints immediately upon receipt of his fingerprint card from one of the thousands of contributing agencies in this nation or the approximately 80 foreign countries with which we exchange criminal fingerprints. During the fiscal year 1953 a total of 12,112 fugitives - more than one thousand per month - were identified and located by this procedure. Even a lapse of time does not operate to the fugitive's advantage. There are cases on record in which the fugitive was identified and located through a fingerprint card submitted more than 20 years after the wanted notice was placed in his file.

If the fugitive is charged in a state court with murder, assault, mayhem, burglary, rape, kidnaping, extortion, robbery or an attempt to commit any of these crimes, and the evidence indicates that he has fled the state in which prosecution is pending, the search is intensified by charging him with the Federal offense of unlawful flight to avoid prosecution. He becomes the subject of active investigation by the FBI and his photographs, fingerprints, description and other data appear in an Identification Order distributed on a nationwide basis. When the fugitive is located the Federal charge against him is usually dismissed and he is returned to the local authorities for prosecution. During the fiscal year 1953, a total of 539 fugitives were located in this manner, counting a small number who had fled interstate to avoid giving testimony on certain crimes named in the Federal statute.

The final stage of the procedure initiates a manhunt more intensive and extensive than would have been possible under any circumstances until recent years. The most badly wanted subjects are placed on the list of the FBI's "Ten Most Wanted Fugitives." Newspapers and magazines, radio and television stations provide free space and time as a public service for publicizing the data necessary to identification and apprehension. The effect of this action is to enlist the aid of hundreds of thousands, or even millions, of private citizens in the search. The effectiveness of this phase of the program can be judged by the fact that of the 62 "Ten Most Wanted Fugitives" apprehended since the program began on March 14, 1950, nearly half were located as a direct result of information provided by private citizens who had been alerted by the articles, broadcasts and telecasts on these fugitives.

The entire system is a splendid example of how to merge public and private interests in the fight against crime. It facilitates the work of law enforcement, affords a greater measure of public safety and weighs the odds heavily against many types of professional criminal careers.

Very truly yours,


John Edgar Hoover
Director



FEATURE ARTICLE

Brand Inspection Polices the Range Cattle Business

by RUSSELL THORP and DAVID O. APPLETON

The cowman is wholly dependent on brands for identification of his livestock at the markets or wherever they may be found. The livestock markets have been and still are the final points at which most of the livestock is sold, and the great bulk of our western cattle have been finally disposed of through these centers. Hence the necessity of maintaining a corps of competent inspectors for the protection of producers. Unless such protection is afforded, the way is opened for the disposal of thousands of stray or stolen cattle at markets without the knowledge of the owners.

The purpose of brand inspection is to determine the proper ownership of cattle, horses and mules from the brands or flesh marks appearing on them, and to make certain the proceeds of strays or any animals to which the shipper cannot show title reach the hands of the rightful owner.

Buyer Responsibility

It is the duty of the buyer, for his own protection, first, to secure a bill of sale from the rightful owner of the cattle, and, second, to ascertain whether or not the cattle are under mortgage, and, if so, to secure the proper clearance from the bank and see to it that the purchase price is paid to the bank for the account of the mortgagor. Otherwise, the shipper is liable to prosecution for having mortgaged cattle in his possession should the mortgagor fail to apply the money on his note; the commission firm handling mortgaged cattle is subject to prosecution even though it may have no knowledge such a mortgage is in existence.

Shipper

It is the duty of the shipper or claimant to procure proper title to the livestock when the proceeds have been marked "hold" by the inspector. It is not the duty, nor is it required, of the inspectors or the inspection agency to run down and clear title on cattle which may be in the possession of a shipper or a claimant. When an inspection is made,

whether local (that is, within the State of origin) or at the big central markets, it is not a guarantee of title.

Sixty-Day Rule

It is agreed and recognized that a reasonable time should be allowed for the shipper to produce his title or satisfactory clearance to the proceeds of cattle which have been ordered held by the inspector. Therefore, what is known as the 60-day rule has been adopted, so that, if the shipper or claimant is unable to produce title within 60 days, the proceeds must be sent to the office of the inspection agency for proper disposition under provisions of the laws of the State of origin.

Inspection

Inspection can be divided roughly into two classes:

- (1) Inspection at the big central markets, and
- (2) inspection locally or within the state.

Local inspection in most range states is required by law upon certain movement of livestock such as when they leave a county or brand district and often at local auction sales and before slaughter. A duly authorized inspector makes, to the best of his ability, a record of the brands as found on the livestock and such record is filed with the proper authorities.

Under provision of the Packers and Stock Yards Act a State cattlemen's association or other brand inspection agency may be recognized as a marketing agency and authorized to make reasonable charges for inspection at certain central markets like Denver, Omaha, or Chicago. Only one agency from a State may have this authority. Quite a number of the range States are so registered today.

Uniformity

In order to avoid confusion and to maintain a uniform system of inspection identical at all markets, representatives of livestock exchanges, together with representatives of several brand inspection agencies, have agreed on a uniform system of



David O. Appleton, editor, *American Cattle Producer*.

rules and regulations applicable to the markets. At most markets, definite contracts to that effect have been made between exchanges and livestock associations or inspection agencies.

At a meeting some 20 years ago of officials of the Wyoming, South Dakota, and Nebraska stock growers associations there was approved a set of instructions to market inspectors, which were accepted by livestock exchanges and filed with the Packers and Stock Yards Administration at Washington:

Recorded brands shall be the basis for the payment of proceeds of all cattle.

When cattle bearing a recorded brand are claimed by other than the recorded owner of the brand, the proceeds must be held unless proper bill of sale is presented. If acceptable bill of sale is not presented within 60 days, the proceeds must be remitted to the proper inspection agency.

Market inspectors are not authorized to pay, or grant authority to pay, the proceeds for cattle bearing a recorded brand to any other than the

ABOUT THE AUTHORS: Russell Thorp, secretary and chief inspector for the Wyoming Stock Growers Association for 19 years and now field representative for the American National Cattlemen's Association, was the first chairman of the American National Stock Growers Association's Brand and Theft Committee. At the request of the British Government, he prepared the brand setup for Kenya, Africa.

David O. Appleton is editor of the American Cattle Producer, the official organ of the American National Cattlemen's Association headquartered at Denver, Colo.

owner of the brand unless proper bill of sale is furnished.

In the case of cattle bearing unrecorded brands, the proceeds must be remitted to the proper agency for distribution. In many States it is illegal to use an unrecorded brand or a brand of record to others.

In the case of freshly branded cattle bearing old brands, the proceeds must be sent to the proper agency unless acceptable bills of sale covering the old brands are presented.

All original bills of sale must be taken up by inspectors and submitted with shipment report. If any cattle are held back, inspectors must issue inspector's bill of sale for each shipment until total number of cattle are accounted for under the original bill of sale.

In case of unbranded cattle, proceeds will be paid on the shipper's tally, except that in the case of unbranded cattle shipped by buyers, bills of sale must be presented, otherwise proceeds must be forwarded to the proper agency.

Inspectors shall inspect through cattle and report same as "through" cattle on usual inspection report form.

Commission firms are requested to send proceeds which are returned because of wrong address to the proper agency unless the inspector can furnish a correct address.

The brand inspector today is just as much a livestock detective as was his predecessor, the man who rode the range and trailed the rustler back in the seventies. His first duty is to be on watch for stolen cattle, for worked-over brands, for fake bills of sale, for intentional or unintentional diversion of valuable property from its rightful owner. His method of working has changed somewhat, but his responsibilities are the same.

Accustomed to working with cattle, the inspector knows many things about brands and cattle characteristics which the average person would not recognize. Even in the case of identical brands used by different owners (as in the case of recording by counties in Texas where identical brands may be used by different owners in two or more counties), the inspector knows to whom the animal belongs. Size, earmarks, appearance and other things tell him this.

Where the inspector finds discrepancies, the animal itself is not held but only the proceeds, except in cases where theft is suspected, in which event the matter may be turned over to the law enforcement agencies.

States generally report good cooperation from sheriffs and State patrols, but some State brand officials believe that more stopping and checking of vehicles carrying cattle would be a help in reducing thefts.

In many cases the Federal Bureau of Investigation has been helpful in securing convictions of cattle thieves under the National Cattle Theft Act which makes it a felony to transport in interstate or foreign commerce any cattle, knowing them to have been stolen or receive, conceal, store, barter, buy, sell, or dispose of such cattle.

At the central markets the day's work of the inspector starts with going over the waybills of shipments arriving the night before to get a list of the shipments from the State or area which his inspection work involves. Equipped with this information, he goes to the alley where the cattle are yarded and makes a record of the animals, jotting down in his yard book the number, sexes, brands, and other description.

Sometimes he clips the animal for a better check on the brand. Sometimes he photographs the brand, and even the hide after slaughter to try better to establish the brand. The inside of the hide gives convincing evidence of ownership. It will tell the story of the time the brand was put on the animal.

He checks this information with the brand records and makes out a tally sheet, copies of which go to the commission company selling the animals and to his employer—the association or other brand-inspection agency.

The inspector also sends information to the owner of the cattle after each inspection. If the inspector finds an animal in the shipment with a brand not accounted for by a bill of sale, he will try to learn from the owner if it was sold and to whom. Until ownership is established the commission company withholds proceeds.

Few people realize the expert work of brand inspectors and the great area covered by the principal markets. This is well illustrated by the following inspectors' reports (names and other identifying data deleted) which have accompanied proceeds of estray cattle remitted to the office of the Wyoming Stock Growers Association.

Sample Reports

Chicago—1 cow. Did not take photograph as day was bad. Cow carefully clipped. Brand not of record. Not listed on shipper's certificate. Hold proceeds, \$101.06.

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Chief Inspector Russell Thorp (right) of the Wyoming Stock Growers confers with Inspector Earl Carpenter, Inspector-in-Charge for Wyoming, at the Denver Stockyards.

Omaha----- brand recorded to -----, Worland. Heifer was an estray and not shown on certificate. No evidence of ownership or bills of sale. Whoever sold this animal to shipper did so evidently in error. Proceeds to brand owner . . . Heifer. Clipped. Brand found to be recorded to -----, of Burlington. Estray in the shipment and was sold by someone to the shipper. This brand not included in any bills of sale. Proceeds \$40.75 to recorded owner . . . Brand recorded to -----, Ranchester. Steer clipped and brand carefully noted. Not shown on certificate. Steer was an estray and the property of recorded owner. It is suggested to forward proceeds \$64.25 to recorded owner without further investigation. Shipper claimed he did not know this steer was in shipment. Mr. -----'s ranch is in Sheridan County on the east slope of the Big Horn Mountains. You will note this steer was loaded at Basin, considerable distance west of the west slope of the Big Horn Mountains.

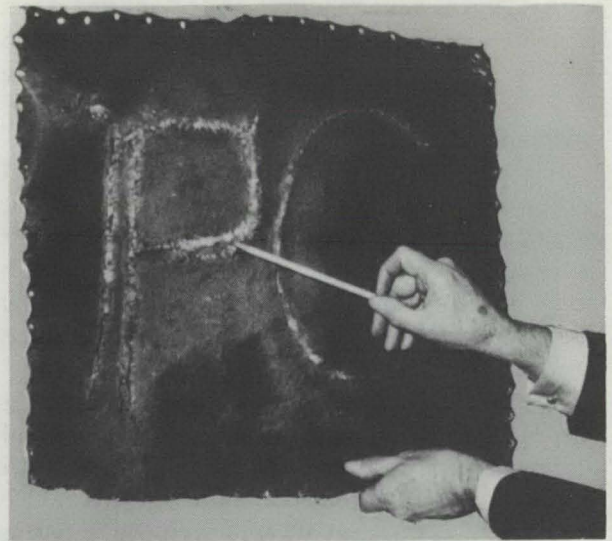
Idaho Falls—White-faced steer. Branded -----, left ribs, recorded to -----, Big Sandy. This steer had drifted over the mountains and was loaded out of Jackson Hole as an estray, proceeds \$67.40.

Denver—Steer calf. This calf was sold to ----- by a young man, but the brand was owned by his father and the father would not release proceeds. There was a letter and bill of sale that I would not release on. This morning I had a letter from the father refusing to recognize the bill of sale signed by his son. (Note: Father got the proceeds.)

Crawford—Cow was the property of -----, of Douglas. It was trucked to Crawford out of South Dakota over a year ago where Mr. ----- had been



This animal and another bore the 7PC brand, recorded in Wyoming. Inspector Earl Carpenter suspected that the original brand was different and that it had been "worked over" to convert it to a 7PC. The hair was clipped, but the original brand could not be determined. (See next photo.)



Careful examination of the brand after the animals were slaughtered disclosed the burned-over part of the original brand. (See next photo.)

running his cattle during the drought period. A South Dakota man claimed the cow, but he was subsequently convicted in South Dakota for stealing hogs. The check for the heifer was released to the Nebraska Stock Growers Association and by them to the Wyoming Stock Growers Association on the Wyoming recorded brand.

Ogden—Hereford steer. This yearling steer was claimed by the shipper and passed by the local inspector as a -----, left hip. I clipped the steer and he was branded as shown on cut and is of record to -----, Evanston. This shipment was loaded at Evanston and billed to Los Angeles to feed at Ogden. I worked these cattle for brands and found this estray in the shipment. Took him out and had the commission company sell him and am sending the proceeds to your office. I took a picture of this and will send same just as soon as I get a print.

Sioux City—Cows were clipped. Proceeds held for Mrs. -----, of Sheridan. These cows were picked up by shipper while trailing to the railroad.

Billings—One steer. Hold for bill of sale from recorded owner. This steer carried a left-hip brand of record in southern Wyoming. The claimant stated he used this brand without knowledge that it was of record. Sheriff

investigated and found statement of shipper to be true. Proceeds were released by recorded owner, with a warning.

Belle Fourche—1 steer, 1 heifer. Can find no record of brand. Am told it has been used by shipper for years. May be Montana record.

Most good cattlemen know the value of a good brand. A cow thief seldom takes a well-branded bunch of cattle. He much prefers to pick up odd head of poorly branded cattle or those not branded at all. Then if he gets caught, he has the out that he could not make out the brand and thought it was one of his own.

Most cattlemen have at one time or another known an honest cattleman to ship or sell unknown estrays, in many instances not knowing the estrays were in the shipment. This could not happen if all cattle were well branded—not with an acid brand which brand inspectors complain about constantly, but with a good iron.

A good cattleman knows that a registered brand is the same as a deed to his land; that a brand on a steer is like a lock on a door; that the brand claims the brute and indistinct brands lead to disputes, ill-feeling and sometimes fighting and killing; that a recorded brand is the only method by which a cowman can protect his property.

Recording of Brands

Most cattle States recognize the necessity of protection of cattle producers by providing for the recording of brands, usually in the State department of agriculture or the State brand commis-



Examination of the flesh side of the hide disclosed the "Square Flag" which is recorded in Nebraska, proving the original brand and the rightful owner. When the cattle were ordered held, the shipper did not call for the money and left Wyoming.

sion, and provide by law that recorded brands are prima facie evidence of ownership by the owner of the brand—and these laws have been repeatedly upheld by the courts.

Recording of brands is usually on a statewide basis and the cattleman is ordinarily required to re-record his brand every 5 or 10 years. The number of brands in a State runs from 4,000 (registered in Alabama) to as many as 250,000 (in Texas, where the recording is on a countywide basis). Total of all the brands in the cattle country is close to 700,000.

There is no central office at which all these brands are recorded. There are, however, a number of setups in which brand inspectors at central markets may work together for several States, and in such cases the records of several States may be in one office.

Brand Records

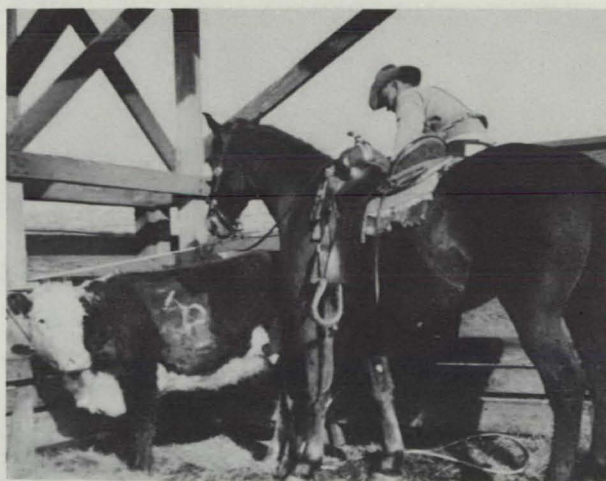
Complete records are kept by each State, available to interested persons and officials, and may be found as listed below.

Alabama: State office building, Montgomery.

Arizona: Office of the Livestock Sanitary Board, Capitol Annex, Phoenix.

California: Bureau of Livestock Identification, California Department of Agriculture, Sacramento.

Colorado: 201 Livestock Exchange Building, Denver.



Brand inspectors use trained horses. This horse holds the animal in place and prevents it from kicking the inspector.

Idaho: State brand office, Broadbent Building, Boise.

Kansas: Office of the Brand Commissioner, Topeka.

Louisiana: Livestock Brand Commission, Baton Rouge.

Montana: Livestock Commission Office.

Nebraska: Lincoln.

New Mexico: Cattle Sanitary Board Office, 211 Second Street NW., Albuquerque.

North Dakota: Department of Agriculture and Labor, State capitol, Bismarck.

Oklahoma: Brand Recording Division, Department of Agriculture, Oklahoma City.

Oregon: Salem.

South Dakota: State Brand Board Office, Pierre.

Texas: In the counties and Texas & Southwestern Cattle Raisers Association.

Utah: State capitol.

Washington: Records Office, State Department of Agriculture, Olympia.

Wyoming: Livestock Sanitary Board, Cheyenne.

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PROBATION, CONDITIONAL RELEASE, AND PAROLE VIOLATORS

The FBI conducts investigations to locate Federal probation violator, conditional release violator, and parole violator fugitives, providing the fugitives were originally convicted for offenses investigated by the Federal Bureau of Investigation. The investigations are aimed solely at locating the fugitives.



TRAFFIC

Important Factors in Traffic Control and Enforcement

by THOMAS R. JONES, *Superintendent, Police
Department, Minneapolis, Minn.*

Traffic control has become the number 1 problem for all police departments. The stupendous increase in car registrations over the past 20 years has caught almost all communities unprepared to cope with this problem either from an engineering, educational or enforcement standpoint.

Too Few Officers

Police departments in almost every instance are undermanned and increasingly large numbers of officers are being necessarily detailed to traffic duties. In many cases, this results in the lowering of enforcement standards in the other fields of police work, because the personnel is unavailable to cover properly the many demands put upon the department.

Minneapolis is the victim of a good traffic record. For 4 years it has led cities its size or larger with the lowest traffic death rate in the country. Minneapolis is the victim of its own good record because it's pretty hard to convince anyone that the community really has a half-strength police force while plaques, scrolls and congratulatory telegrams keep attesting to a job well done.

To quote from the analysis of the Annual Inventory of Traffic Safety Activities: "The Minneapolis standing (winner of International Association of Chiefs of Police first-place award in population group for traffic law enforcement) was achieved in spite of an apparent critical shortage of police manpower. In 1952, Minneapolis was 478 police officers, including 104 traffic officers, short of what it needed to rank among leading cities in personnel strength per population."

Four hundred seventy-eight short in a department with a total strength of 645!

The shortage of personnel has also created an extremely dangerous situation as far as the driving public is concerned. Many traffic laws cannot be as rigidly enforced as they should be and, because of this lack of enforcement, drivers have gotten into the habit of consistent violation. A few examples of this type of violation involve the

driver's license law, laning ordinances, turning ordinances and many others which could be named. Some communities strictly enforce some of these. In every case there are some traffic ordinances which should be enforced but are not because the public has gotten into the habit of disregarding them due to inconsistent enforcement. To carry the example further: How many cities consistently and strictly enforce ordinances on (1) requiring drivers to signal for a left or right turn, (2) turning from the wrong lane, (3) lane straddling, (4) jaywalking? How many consistently check driver's licenses? Every one of these violations contributes (in either a small or large part) to the terrific traffic toll in accidents on our streets and highways.

No Substitute for Enforcement

It is admittedly a tough job to reeducate the public to the point where the majority of the drivers are conforming to the majority of our traffic ordinances. I strongly believe that enforcement is the best education. Every law enforcement official knows, however, that it is a practical impossibility to "crack down" all of a sudden on *all* ordinances, many of which have been ignored for years.

The public is our employer, after all, and a great deal of diplomacy must be used in instituting a "conditioning" program so that the driving public will accept the strict enforcement necessary to educate them into safe-driving habits. It is my claim, however, that in the final analysis strict enforcement is the only answer.

Safety talks before civic groups, radio and television programs, press stories and all similar methods are wonderful and do serve a very useful purpose. All this, however, is of little benefit unless backed by a strict enforcement policy. People listening to safety talks, reading stories on safety and seeing object lessons on safety are impressed at the moment, but 9 times out of 10 will immediately climb behind the wheel of their car and violate every law in the book. On the other hand, a

traffic summons resulting in a fine hits the offending driver where it hurts most, in his pocketbook, and it is a lesson he remembers for some time to come.

In spite of deficiencies in manpower and equipment, we do have some of the tools needed to do a traffic-policing job—some that many cities do not enjoy. Then, too, perhaps our very shortcomings have forced us into rigid application of selective techniques to the end that we have made significant accomplishments.

Chemical Test for Intoxication

One important factor in our comparatively successful work on drunken drivers is the use of chemical tests and the provision for such tests in our ordinance.

In 1948 Minneapolis wrote the standard chemical test law into the ordinances, the first such city legislation in the country. With this law on the books, and helped by the fact that in Minnesota the municipal court does not have to try drunken driving cases before a jury, the conviction rate is high. The number of "Driving While Intoxicated" arrests keeps going higher, but we are convinced that the number of drunks behind the wheel on our streets is going down. A steady "bag" of drunken drivers, a high conviction rate, and the excellent publicity given by press and radio, all work to convince people that driving while drunk is a losing proposition. In 1952, out of 1,918 arrests for drunken driving, 1,886 convictions were obtained.

Special Events

Another terrific strain on the manpower of police departments the country over is the necessary coverage of special events. In Minneapolis there are five football games played at home every fall by the Minnesota Gophers. The attendance at these games ranges from 40,000 to 60,000. The traffic congestion before and after the game is accentuated by the fact that the football stadium practically straddles two of the main traffic arteries between the Twin Cities—Minneapolis and St. Paul. The policing on the inside of the stadium is handled to a great extent by the University Police Department which consists of some 30 officers. They are assisted of course by the Minneapolis police and other organizations. The traffic problem and other police duties outside the stadium are completely handled by the Minneapolis depart-



Supt. Thomas R. Jones.

ment. It takes a detail of approximately 125 men every Saturday to handle this problem both at the stadium and other points affected by the flow of traffic to and from the game.

The extreme personnel shortage in Minneapolis makes it necessary to use off-duty officers in handling these games. Approximately 75 percent of the officers are from the 4 p. m. to 12 midnight shift. They are required to report for duty at 12 noon and go to their regular posts after the game congestion has been relieved. In Minneapolis officers are compensated for overtime on an hour-to-hour time basis. This means that for every game some 400 man-hours are accumulated which must be paid back to the men during some future period.

Every summer the Minneapolis Aquatennial holds sway for a 10-day period. This summer festival has grown to such proportions that it now compares with the Tournament of Roses and the Mardi Gras in size and prominence. One day parade and one night parade attract from 500,000

ABOUT THE AUTHOR: Superintendent Jones has spent most of his 47 years in Minneapolis. He has been a member of the police department since 1936, and came up from the ranks—patrolman, sergeant, lieutenant, detective, captain, deputy inspector, inspector, and acting superintendent of police. He was appointed superintendent of police July 1, 1949. From 1928-36 he had a varied business experience. He was in the naval service from 1923-27 and 1942-45.

to 750,000 spectators and are approximately 4 hours in length. Besides the parades there are many other crowd-attracting events during the entire 10-day period such as the daily Aqua Follies shows, boat races, lake festivals, and many other events too numerous to detail here.

The two parades present the largest policing problems as they are approximately 3 miles in length and wend their way through the very center of the downtown area. To give some idea of the size of these parades, the 1952 parade consisted of 32 floats, 35 marching units, and 49 bands and drum corps units. Here again the facilities of the police department are strained to the utmost. Many hours of overtime are accumulated which necessarily curtail normal police coverage for the rest of the year. Fourteen years of experience with this event have taught us the value of laying plans based on previous experience. Assembly areas, dispersal areas and routes are carefully planned so as to cause the least possible interference with regular traffic patterns. It has been found, for example, that strict control of spectators in the assembly area and along the parade route is essential to prevent unnecessary delays and congestions. Street intersections are barricaded and critical corners roped off to reduce the number of police personnel which would otherwise be needed. Studies were made of the traffic flow after the parade and dispersal routes planned to facilitate the heavy post-parade traffic. It had been found that the majority of the driving public does not object too strenuously to being rerouted as long as they keep moving. It is only when they become involved in traffic jams and are stopped for long periods that criticisms are made. It is also extremely necessary to keep mass transportation facilities free from congestion because of the great number of people they are capable of removing from the congested areas.

It Pays To Advertise

Police officials should not fail to appreciate how much public information media can do to multiply the value of traffic enforcement. Suppose your department does a moderately good job of enforcing traffic laws and the courts back up your enforcement. If that's as far as it goes—if the newspapers and radio stations ignore traffic convictions, or give only the most flagrant ones a few lines—back with the want ads—the educa-

tional value of your arrests reaches only as far as the individual violator and his friends. But, if traffic violators and their convictions get plenty of public attention, your arrests and the courts' convictions will serve a purpose far more important than punishing the individual violator; their experience will keep others from making the same mistakes. The cooperation of newspapers, radio and TV is especially important in another phase of policing. This occurs when a community has the experience of suddenly realizing that a particular driving ordinance is being ignored because it has not been enforced.

For the past 3 or 4 years we have worked on a program which we hope will ultimately result in the driving public's being educated to the point where they will conform to the majority of traffic ordinances as a matter of habit. This program consists mainly of first publicizing a particular law in every way possible for a period of at least 30 days and then instituting a strict enforcement policy on that law. During the 30-day educational campaign it is emphasized that strict enforcement will be started on a certain date. In this way the violators have no excuse when a summons and consistent enforcement complete the education. It is recognized, of course, that it will take a long time to cover the many laws now disregarded because they have not been enforced consistently. It is believed, however, that the end results will more than pay for the effort expended.

In the summer of 1951 this procedure was used on a laning ordinance passed by the Minneapolis City Council. The results were extremely satisfactory and even though our streets are snow-bound to some extent all through the winter months, the driving public is still conforming to the ordinance to a remarkable degree. There was a very noticeable lack of griping on the part of the public, too, when strict enforcement followed the 30-day educational program.

As further proof of the soundness of this procedure, Minneapolis was the recipient of the first place I. A. C. P. award for the best traffic law enforcement during the years of 1949 and 1950 and was tied with Toronto for first place in 1952. In those same years the city also won the first place National Safety Council Award in the National Traffic Safety Contest. Both these awards were in group III, our population class (500,000 to 750,000), of course. Final statistics for 1951 show that Minneapolis topped group III cities in death

record for the third straight year and won second place for 1952.

Other Factors

Court support in Minneapolis has been exceptionally good in recent years. Close collaboration between the city traffic engineer and the police has resulted in the elimination of many dangerous physical conditions in Minneapolis. Plans developed together have greatly facilitated movement of traffic, especially during peak hours.

In the police department an extensive program aimed at coping with the increasing number of traffic problems has been growing from year to year. A strong effort has been made to enlist the support of the entire department in traffic law enforcement and accident investigation. This effort has been encouraged through enforcement bulletins and educational material, instructional talks at the various precincts by traffic personnel, increased hours on traffic subjects in the regular departmental training program and stepped-up supervision.

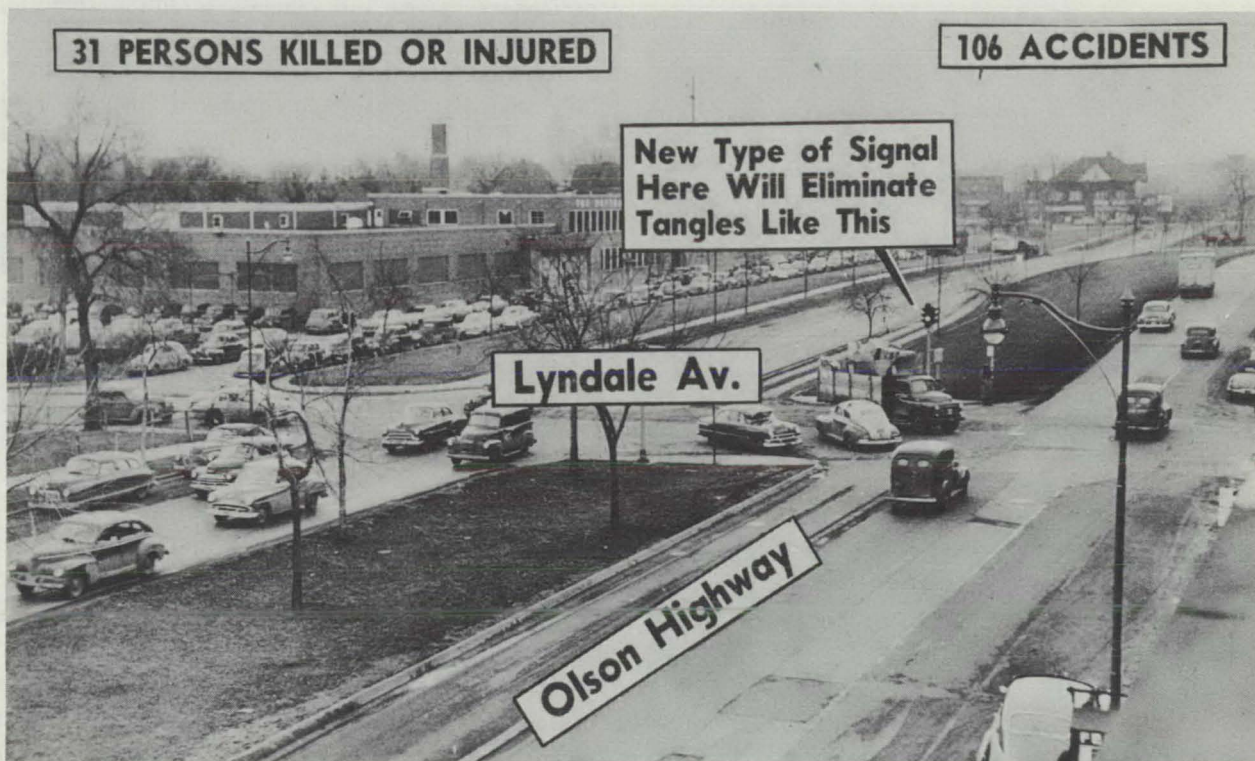
The School Safety Division has carried on a very effective pedestrian protection program and one designed to develop safe cycling, in addition to supervising the work of the School Safety Pa-

trols. The four men who comprise this division are trained and experienced speakers and are equipped with a movie camera, projector, and film library. An important part of their activity is carried on with parent groups and the Parent-Teacher Association. The Minneapolis high schools are expanding a driver education program initially sponsored by this division.

The Minneapolis Police Department has recently installed an expanded punchcard system which enables us to record and sort a more detailed breakdown of factors involved in accidents. This system, plus a complete jacket file on the accident experience of each intersection in the city, makes it possible to further refine the selective enforcement technique.

The most elaborate filing and record system would be a terrible waste of time, however, if it went unused. Sometimes the files can be used in unusual but effective ways. They furnished valuable data when the *Minneapolis Star* recently did a picture-story series on high-accident intersections. A photodiagram went along with a story of how the accidents at each location happened, what techniques were applied to correct the condition, and information about what drivers should watch for at these trouble spots.

(Continued on page 16)



A troublesome city intersection. (Minneapolis Star photo.)

POLICE PERSONALITIES

Assistant Director Hugh H. Clegg Has Retired

Assistant Director Hugh H. Clegg, head of the Training and Inspection Division, retired from the Federal Bureau of Investigation on January 29, 1954, after completing more than 27 years' service.

Mr. Clegg, a native of Mathiston, Miss., attended Millsaps College in Mississippi, where he later taught Latin and chemistry under a teaching fellowship. Thereafter he returned to his home town to teach at the Wood Junior College.

Following his entry on duty as a special agent of the FBI on August 12, 1926, Mr. Clegg's outstanding work brought him rapid advancement. Within a short while he was named a special agent in charge, an inspector, and in 1932, his academic background made him a logical choice to head the Training and Inspection Division. Among his responsibilities were the training of not only FBI personnel, but also police officers attending the FBI National Academy and officers attending the

many training schools held in the field. Mr. Clegg's intimate knowledge and acquaintanceship with leading police officials, not only in this country but throughout the world, has been of inestimable value to law enforcement and he has played a major role in perfecting the close and efficient liaison which today exists between the FBI and other law enforcement agencies. Often referred to as the dean of the FBI's National Academy, Mr. Clegg has guided that institution to its position in the field of law enforcement.

During his more than a quarter century of service, Mr. Clegg has handled a number of special and vital assignments. He led a special mission to England to study law enforcement and intelligence problems in that country during World War II. Following this assignment in heavily bombed London, he returned to the United States and drafted civil defense procedures for use in this country and prepared manuals of instructions for police executives and officials to guide them in handling wartime emergencies.

Mr. Clegg has built up an impressive and enviable record and will be missed by all his associates in the FBI as well as by the many police officers throughout the country who have had occasion to know him through the International Association of Chiefs of Police, the FBI National Academy, and his wide range of work in the field of law enforcement.

Following his retirement, Mr. Clegg became associated with the University of Mississippi, located in University, Miss., where he will devote his time to public relations work and administrative duties, as well as teaching.

Mr. Clegg's former position of Assistant Director in charge of Training and Inspection is now occupied by Mr. Rolf T. Harbo, a native of Minnesota, who was formerly Assistant Director in charge of the FBI Laboratory. The latter position has been assigned to Mr. Quinn Tamm, a native of the State of Washington who until recently was an inspector in the Identification Division.



Hugh H. Clegg.

Wike Elected Executive Secretary of IACP

On January 5, 1954, Chief of Police Leroy E. Wike, of the Endicott, N. Y., Police Department, a veteran police officer with 34 years' service, was elected to the post of executive secretary of the International Association of Chiefs of Police.

Mr. Wike entered upon his law enforcement career as a special officer for the Endicott, N. Y., Police Department and served with that department continually since his entrance on duty April 1, 1920. On April 15, 1927, he was made a full-time patrolman and on December 1, 1935, received his appointment as chief of the Endicott Police Department.

Immediately upon his appointment as chief of police, Mr. Wike began a reorganization of his department, inaugurating a record system since complimented by many local officials and starting a training program conducted under his direct supervision. In addition, the Endicott Police Department was the first within a radius of 50 miles to have 2-way radio and the use of special emergency equipment, in which all members of the department have been highly trained.

As an adjunct to his own career in law enforcement, Chief Wike attended New York State Police Zone Schools, 1930-35, and the New York City Police Academy in 1935, as well as the FBI National Academy in 1941.

In addition to his duties as chief of the Endicott Police Department, Mr. Wike has participated in numerous police organizations. Active in the New York State Association of Chiefs of Police for the past 10 years, Mr. Wike was, in 1947, elected to the board of governors of that association and was subsequently named chairman of the law and legislative committee. Elected third vice president of the association in 1949, he thereafter became second vice president in 1950, first vice president in 1951, and in 1952 was elevated to the presidency. On October 21, 1952, Chief Wike was honored at a testimonial dinner attended by 350 persons, marking the expiration of his term as president of the New York State Association of Chiefs of Police.

Not confining his activities to the New York State Association of Chiefs of Police, Chief Wike served as president of the Police Benevolent Association of the Endicott Police Department in 1950. During World War II, Mr. Wike organized,



Leroy E. Wike.

trained and supervised the Endicott Auxiliary Police Civilian Defense, which he reactivated in 1950 under the New York State Civil Defense setup.

In 1953 Mr. Wike served as a member of Gov. Thomas E. Dewey's Crime Commission Committee. Chief Wike received the Mission, Tex., Chamber of Commerce's Gold Seal of Progress award as outstanding police chief of New York State in 1953.

Although he has been active in the International Association of Chiefs of Police affairs for many years, Chief Wike's appointment as executive secretary of the IACP represents his first elective office in that association and the culmination of a goal toward which he has worked for more than 30 years.

STOWAWAYS ON VESSELS OR AIRCRAFT

Stowing away on a vessel or aircraft entering or leaving the United States or stowing away on any aircraft owned or operated by the United States or on any commercial scheduled airline flying interstate is a criminal violation within the jurisdiction of the FBI.

CRIME PREVENTION

Solving Juvenile Problems With a Junior Safety Patrol

by GEARLD G. SINNETT, *Chief of Police,*
Vienna, W. Va.

Less than 2 years ago we decided to organize a junior police safety patrol for boys and girls between the ages of 8 and 15. The basic purpose was crime prevention, an attempt to prevent juvenile problems through a constructive and interesting program in which the children in our community of 8,000 could find an outlet for their energies. Our experience thus far has been quite encouraging.

Each applicant for membership in the junior police safety patrol must secure the written consent of his parents. All members are fingerprinted and receive an identification card in the honorary junior police safety patrol. The aim of the boys' organization, as stated on the application, is as follows: (1) To form a closer association between the members of the Vienna Police Department, citizens of Vienna and boys of juvenile age; (2)

to build character, health and promote good conduct among juveniles, so as to make the boys of today the leaders of tomorrow, and to do all things necessary and proper to carry out the foregoing purposes. The corps will attempt to instill respect for law and the obligations of citizenship in its members, and eliminate fear of law enforcement officers by teaching its members to properly discharge some of the delegated responsibilities of adults. Other purposes are to promote safety, loyalty to the American institution, loyalty to the community and to develop clean minds and healthy bodies.

The first meeting was held on June 2, 1952, at which time approximately 32 boys submitted their applications and attended the meeting. The police department challenged them with the responsibility of maintaining their identification cards on their persons at all times and advised that if the identification card were lost by a member the card could not be replaced. The cards were issued for a 3-month period and members were warned if they became involved in any trouble or proved unworthy of the organization that the identification card, arm bands, badge and any other meritorious award or emblem would be forfeited.

Following a probationary period of 3 months each member was awarded his Junior Police badge, arm band and T-shirt with stenciled inscription "Junior Police." By September 1952, a junior girls' police safety patrol was organized with the same requirements as set out above for the boys.

Rules of Conduct

The rules of the Vienna, W. Va., junior police are: (1) I agree to be zealous in promoting safety, therefore I will not steal rides on buses, trucks, automobiles, or trains, nor will I ride a bicycle, drive a car, or any other vehicle in such a manner as to be dangerous to others or to myself. I will respect all traffic regulations at all times. (2) I agree not to smoke cigarettes or use liquor or to-



Chief Gearld G. Sinnett.

bacco in any form without the permission of my parents. I recognize my responsibility to society for maintaining my own health. (3) I agree to keep my language clean and free from profanity, and to use my influence to help others to do likewise. (4) I pledge that I will never ring false alarms for fire or permit others to do it if I can prevent it. (5) I agree to refrain from malicious and foolish destruction of property. (6) I pledge myself to honesty, therefore I will not steal the property of another, nor steal his reputation by repeating gossip. (7) I agree to practice kindness to dumb animals always. (8) I promise to be courteous at all times, to be respectful to my elders and my superiors, to be kind to those about me, to help the aged or crippled and in all ways to endeavor to merit the title of "Gentleman." (9) I pledge obedience to my superior officers, to all rules and regulations of the Vienna Junior Police, to the ordinances of my city and the laws of the State and Nation. (10) I promise faithfully to perform the duties and discharge the obligations which membership in the Vienna Junior Police places upon me, and to surrender my membership and insignia of membership upon demand of my superior officers.

Expansion

As of October 1, 1953, there were 126 members in both the Boys' and Girls' Junior Police Safety Patrol, and 55 new applications were received during the first months of school. The boys' junior police group meets each Monday after school and the girls hold their meetings after school on Friday.

Each patrol has a president, vice president, treasurer, and master of arms. These officers operate and control the meeting. The master of arms is very seldom called on to take action. Besides these officers for the meeting the various sections of the city have captains who are in charge of the patrol work in their particular areas.

Coaching

The training and coaching of the junior patrol are done entirely by the police department with the exception of speakers for the meetings which usually consist of law-enforcement men such as troopers of the West Virginia State Police, deputy sheriffs, constables and patrolmen from the city

of Parkersburg, W. Va. The members of the patrol are unusually well behaved at the meetings, are very attentive and show a great interest especially when instructions are given regarding violations which have occurred in their presence and violations which might pertain to themselves such as bicycles and cars.

Activities

It was determined that both the boys and girls needed the most supervision during the summer months when they were not attending school and there were no organized recreation facilities available for them.

A softball league was organized together with an assortment of entertainment consisting of weiner roasts, hikes, and fishing parties. At a fishing trip held in July 1953, the girls caught the most fish and also had the largest fish for the day.

During the first week in September 1953, members of the junior police passed out courtesy blotters to all car operators passing the school. These blotters were inscribed with the words, "Blot out your driving mistakes."

The Vienna Police Department has also used members of the patrol to direct parking at Parent Teacher Association meetings at the grade schools; they have on several occasions reported the license numbers of cars which speed through the main street of town and of cars which have run through stop signs.

Results

During the 1952 Halloween season when membership of both the boys' and girls' junior police totaled 120 members, vandalism was negligible. In addition, a large number of cases dealing with the destruction of property during this season of the year was averted because the members of the junior police would not participate in the Halloween raids and kept their friends and acquaintances from participating.

Both junior organizations have been helping in keeping peace in the area and preventing destruction of property and have been of great help to the police department. They aid in traffic control at the grade schools and have helped the department solve several cases involving juveniles.

The police department believes the meetings of the junior patrol have also given the members a better understanding of policemen and their work.

A Dog of His Own

Residents of Lexington, Ky., listening to an early morning radio program over Station WVLK the day before Thanksgiving heard a touching letter from Albert Edward "Mike" Hathaway expressing a longing for a dog "all his own." Among the many people who heard the story of the little 3-year-old boy who had been sick for a long time and unable to leave his home in search of his heart's desire was Officer William B. Foster of the Lexington Police Department. Convinced that "Mike" wanted a dog "more than anything on earth," Officer Foster decided to do something about it.

Contacting the radio station, Officer Foster offered to give "Mike" a pup. The offer was accepted and very soon thereafter a police cruiser arrived at "Mike's" home carrying Chief of Police E. C. Hale, Lt. Joseph Modica, Officer Hobert Carey, and Officer Foster, and a 6-week-old Ger-

man Shepherd pup. "Mike," paying little attention to the flashing cameras while the pup snuggled up close to his chin, did look up long enough to announce that the pup's name was "Dandelion." Although "Mike" may not be interested in details, Dandelion is registered. His mother, imported from Germany, was a four-time dog show winner.

TRAFFIC CONTROL

(Continued from page 11)

Of great value to police morale and traffic enforcement has been an extremely strict "no-fix" ticket policy. Instituting and maintaining a policy of this kind was extremely difficult, as all police administrators will recognize. It can be done, however, and the "fix" is 100 percent out in Minneapolis as far as the police department is concerned.

Minneapolis does not intend to rest on its laurels by any means. We know there is always room for improvement. Traffic control has many phases and the increasing number of problems every year present a major challenge to any community. The close cooperation of all concerned is absolutely necessary if the challenge is to be met with any degree of success. By fostering this cooperation, Minneapolis hopes to maintain its position as one of the safest cities in the United States. (*Reprinted from the Texas Police Journal*).

UNLAWFUL FLIGHT

Law enforcement officers can call upon the FBI to locate certain types of fugitives who have fled across state lines. These fugitives when located are turned over to local authorities for prosecution.

Title 18, U. S. Code, section 1073, enables the FBI to institute investigations to locate individuals who have fled interstate to avoid prosecution, or custody or confinement after conviction, in cases where certain types of offenses have been committed.

The offenses enumerated under this statute are murder, kidnaping, burglary, robbery, mayhem, rape, assault with a dangerous weapon, or extortion accompanied by threats of violence, or attempts to commit any of these offenses.

Individuals who have fled from a State to avoid giving testimony in any criminal proceeding involving an offense punishable by imprisonment in a penitentiary can also be sought by the FBI under this statute.



Mike and Dandelion.

OTHER TOPICS

The present Arizona Highway Patrol has little resemblance to the organization established in June of 1931, when it was comprised solely of 7 patrolmen, 1 chief clerk and the superintendent, under the administration of Gov. George W. P. Hunt. The patrolman's pay in those days was only \$160 per month compared with the starting pay today of \$325 per month with increases up to \$362.50 together with a uniform allowance.

A patrolman's duty had little to do with traffic law enforcement; he was a traveling motor vehicle inspector collecting revenue from license fees. In 1933 the patrol took over the 6 motor vehicle border checking stations, and the personnel was increased to 1 captain and 45 men, receiving the same rate of pay and still doing mostly collection work.

It was not until about 1946 that the Arizona Highway Patrol went into traffic law enforcement work as one of its major functions, trying to keep accidents at a minimum and enforce traffic laws and investigate accidents with a meager crew.

The patrol grew slowly until July 1, 1949, when, as a result of efforts of the patrolmen, an initiative measure was passed by the people which took the men out of politics and placed them under a merit system. After the adoption of the merit system program, the highway patrol for the first time was able to hold competitive examinations to select the highest type of men for its force. With the motto of "Courteous Vigilance," the patrol in recent years has made great progress in efficiency and morale, and the rate and quality of enforcement have been stepped up. In 1952 the patrol received honorable mention along with the Washington State Patrol for efficiency and enforcement activity.

At the present time, the Arizona Highway Patrol has 77 uniformed officers, 16 supervisory officers, not including the radio personnel, as well as dispatchers, technicians, and clerks and secretarial help. Uniformed personnel investigate accidents, enforce motor vehicle laws, assist motorists and carry out their many other duties over some 4,500

A Brief Review of the Arizona Highway Patrol

by GREGORY O. HATHAWAY, *Superintendent*

miles of State and Federal highways. They can rightfully take pride in their work and the reputation they are building. We have included a courtesy program worked out for the benefit of tourists and State motorists alike. Many times patrolmen and supervisory officers are able to lend a helping hand to motorists who are stranded many miles from a town with a flat tire, out of gas, etc.

The men do not perform these public services only when on duty. In their spare time they have established a "Hot-rod" program in which the motor-minded youths of the State are given help and advice with drag racing on abandoned air strips secured from the Air Force. With patrol assistance, 8 clubs were organized in 1952 with approximately 600 members. This has materially reduced the accidents and traffic violations among the teen-agers. Instead of racing on the highways as they did in the past, they get together and race under controlled conditions. Some members of the patrol are interested in scouting and are scout



Supt. Gregory O. Hathaway.

and cub scout masters of various troops throughout the State. Others serve with various other public service organizations.

The Arizona Highway Patrol has also developed a radio program entitled "Death Rides the Highways." This public service program, made with a tape recorder at the scene of arrests, accidents and other events which take place in Arizona, is used to focus public attention and interest on the traffic accident problem. The program is used by the Western Training Command of the Air Force for a training program and also in many high schools in the State of Arizona. Various service clubs make special requests for these recordings which are both educational and amusing.

The highway patrol also assists the superior court with a juvenile traffic attitude school for the teen-age offenders of our traffic laws by furnishing officer instructors for this worthwhile project.

Recently the Arizona Highway Patrol moved into its own new building built this past year by the Arizona Highway Commission. For the first time the patrol headquarters is housed in large offices especially designed for patrol functions. The new building provides the most modern radio facilities, a large squad room in which the patrolmen can make out reports or just relax with a cup of coffee and "shoot the breeze" when off duty. Although adequate for our present needs, if expansion continues at the present rate, more space will be required. Tentative plans for an additional laboratory and identification facilities building are already on the drawing board. With a staff recently returned from Northwestern Traffic Institute and a graduate of the FBI National Academy, progress seems inevitable.

Our organization and other Arizona law enforcement agencies have made big improvements in our communications system during recent years.

Communications in 1940 were extremely limited, with little or none at all outside the larger population centers. The Arizona Highway Patrol had a power radio station at Phoenix with a daytime range of 70 miles which could be heard over most of the State at night providing the static was not too strong. Prescott, Yuma, and Tucson had police broadcast stations which also helped in those areas.

Coconino County (second largest county in the United States) had two incorporated municipalities, 7 paid deputy sheriffs and 2 highway patrol-

men. If the sheriff in Flagstaff desired to telephone his deputy in Fredonia (130 miles airline—196 by road), the call passed through 2 other States before contact could be made.

Mohave County did not have a single incorporated town within its more than 13,000 square mile area and relied chiefly on the United States mail, which had to travel through 2 adjoining States before it could be delivered to approximately one-third of the county lying north of the Colorado River. In fact, most of the law enforcing agencies outside the central portion of the State depended on the mail and newspapers (1 to 3 days late) to keep them informed.

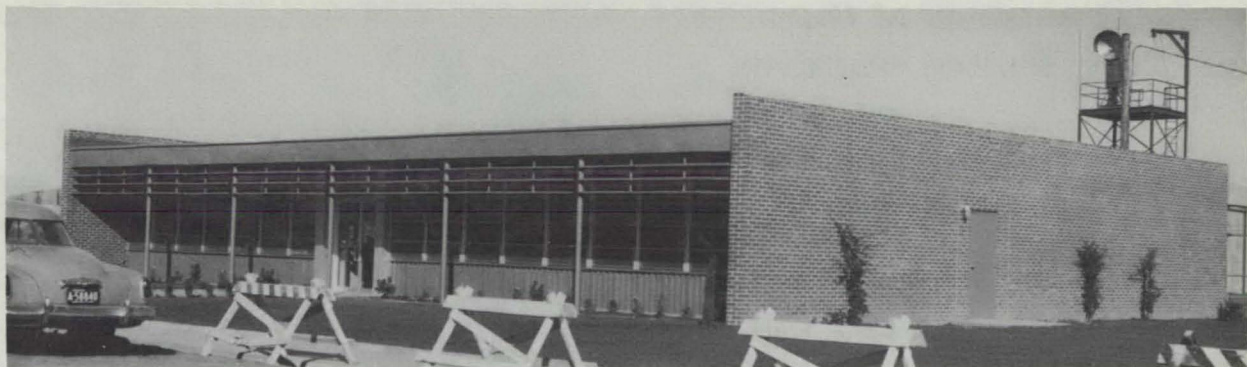
Today, communications by public service (telephone, teletype, and telegraph) have been extended and improved. All sheriff and Arizona Highway Patrol cars are equipped with the latest in FM 2- and 3-way radio, and Kingman, the county seat of Mohave County, is now an incorporated municipality.

Through the coordinated efforts of State and county officials, during this period, base stations were installed in each county seat, in towns isolated or separate from the county seat, and at each of the motor vehicle or port of entry stations located on highways entering the State. In addition, several mountain top repeater and relay stations were installed. These stations, State, county or municipal owned, all operated on the same frequency (39.18 mc.) and in some cases are jointly operated by the city and county, county and patrol or city and patrol.

Phoenix, our State Capital, is now in direct radio communication with all but 2 of the 14 county seats. Each county is in constant contact with one or more neighboring counties, thus providing a statewide police radio system which is proving quite detrimental to criminal activity within the State.

Federal agencies such as the FBI, Army CIC, Air Police, and Immigration Service were invited to participate and are now using cars equipped for operation in our statewide system. A State, county or Federal car, after leaving the headquarters area, can travel throughout the State and yet be within a minute's contact of the home office.

Most of what we have today has been accomplished during the past 6 years. Our plan, which was divided into two parts, first provided that each county seat had radio facilities adequate for the needs of the sheriff and highway patrol cars



Headquarters building in Phoenix. Microwave antenna at right.

operating in that county. In the mountainous areas requiring snow removal or areas where highway travel might be hazardous due to climatic conditions, this also included highway maintenance equipment, to make sure the equipment installed was capable of contacting the adjoining county or State station.

The second part of the plan was to set up separate systems for the Arizona Highway Patrol and the State Highway Maintenance Division, beginning in the more congested areas and providing crossover or interstation facilities so as not to disrupt the operation of the completed system. This was to be accomplished by setting up microwave terminals at each county seat and its associated mountain top base and repeater station; by installing local and base stations operating on different frequencies for the patrol and the highway department; and then by interconnecting the mountain top stations by microwave with provision for telephone and teletype between each and every office.

Installation of the Greenlee County Station at Clifton in 1951 marked completion of the first phase of our program. That same year saw the start of the second part by the change in operating frequency of the district patrol station and cars in Tucson, and the addition of a separate local patrol station in Phoenix.

Microwave—a new word, just becoming known in 1940—offered almost unlimited possibilities as a communication medium for a State such as Arizona. Operating in the ultra-high frequency part of the radio spectrum, it is beamed from one point to another, very similar to a narrow searchlight beam, and cannot be intercepted except by being directly in its path. On this beam can be superimposed as many as 24 talking circuits, each of which may be subdivided into 16 control, telemetering or telegraph channels.

Our first microwave installation has just been completed between Phoenix and Mount Suappoa on the Salt River Mountains south of Phoenix. This circuit has 4 channels with provision for adding up to 20 additional at any time in the future. One channel operates the original base station on Mount Suappoa, jointly used by the sheriff and patrol (39.18 mc). The second channel operates the new patrol station (44.66 mc). The third will operate the highway department station (47.06 mc).

The fourth is a telephone circuit, used by the technicians while making adjustments on the various equipments. The Phoenix terminal is located in the new shop building at the Patrol Office, 20th Avenue and Encanto Boulevard, with dispatch lines leased from the telephone company connecting each office to its channel.

A similar circuit is nearing completion between Phoenix and Towers Mountain, located approximately 58 miles north of Phoenix. The station on Towers Mountain (elevation 7,600 feet above sea level) was first installed in 1941 and has provided the offices in Phoenix with direct contact with Yuma, Kingman, Flagstaff, Holbrook, Prescott, Globe, Florence, Tucson, and Nogales.

We hope to extend the microwave from Towers Mountain to Bill Williams Mountain, then Mount Eldon, terminating in Flagstaff and from Mount Suappoa to Mount Lemmon, terminating in Tucson. This will provide a separate telephone circuit for each office in Tucson, Phoenix, and Flagstaff and greatly extend the patrol and highway department systems.

The Arizona Highway Patrol enjoys a fine spirit of cooperation with city, county, State, and Federal law enforcement agencies, a major contributing factor to any success we may achieve. We extend a hearty welcome to any of you who read this article to drop in for a friendly visit.

Features of Our New Police Building

by HARRY BARROWS, *Chief of Police,*
Hamden, Conn.

After being cramped up in the basement of the Town Hall for the past 17 years, the Hamden Police Department moved on January 1, 1953, into their new headquarters on Dixwell Ave., Hamden, Conn. The personnel of our department as well as the citizens of the town are justifiably proud of this new office which is a colonial style building, 70 by 40 feet, two-story brick, which was erected at a cost of \$115,000.

The headquarters is located on one of the main arteries through the town of Hamden, and is easily accessible to all parts of the town. The personnel of the department consists of chief of police, deputy chief, 4 lieutenants, 8 sergeants, 36 patrolmen, and 1 policewoman. The personnel includes 2 detectives, who are permanently assigned to the detective bureau, 1 detective sergeant and the deputy chief of police, who are graduates of the FBI National Academy.

Directly facing the entry in the lobby of the building is the desk at which point radio controls, switchboard, and call-box controls are handled.



Chief Harry Barrows (right) conferring with Deputy Chief Frank Cattaneo.

Behind the desk are housed the records and a soundproof room for the teletype. Off to the right of the lobby, along the front of the building, is the chief's office. This office is one of the most modern in the State and not only has plenty of room for the chief's desk and confidential files but also has a long conference table at which place I hold my conferences with the executive officers. On the left of my office is the office of the secretary, who is also the policewoman for the department. Next to the secretary's office is the deputy



The new police building.

chief's office. The deputy chief is Frank E. Cataneo who was graduated from the eighth session of the FBI National Academy in 1938.

Along the rear of the building on the right side are a large report room and detention room, offering ample facilities for the personnel of the department. On the left of the main lobby is the detective bureau which includes a dark room and laboratory. Off the bureau there is a private office for the officer in charge of the detective bureau. The remainder of the right side of the building contains a modern cell block.

The second floor of the building is taken up by a large squad room, locker room, toilet, and shower and ample storage space. The room on the second floor is very large and is deceiving to the eye from the outside. The squad room itself is set up in such order that it can be readily made into a classroom for training purposes. Shortly after the opening of the new headquarters an in-service school was conducted through the cooperation of the FBI and a thorough course was given to every man in the department.

In the basement of the building there are a vault, a boilerroom, a large workshop, a storage room, and a firearms range. We are particularly proud of the pistol range which has 4 positions and is 50 feet long. The target equipment is electrically controlled. The entire range is soundproofed and is considered to be one of the best indoor ranges of this size in the State of Connecticut.

To the right of the building is a driveway which leads to a large parking lot in the rear of the building where cars of the public, who come to headquarters, may be parked, together with the patrol cars of the department.

I think that the Hamden police have one of the best setups in the State of Connecticut and extend a cordial invitation to fellow law enforcement officers to inspect this modern police facility.

☆

Police Problems Measured

The accompanying chart based on national figures seems to verify the comments of law enforcement officers throughout the country that "the more we do, the more there is to do." If you want to interest people in your jurisdiction in your problem, try a simple chart like this one. You probably have the figures for your own chart or can get them by a couple of phone calls. You will note that we have not cluttered up the chart with a lot

of detail; we chose only to show the broad, long-range trends.

A bit more pencil work will show your trend of police strength for the period chosen. We are all familiar with the police employee data published by the FBI in the Uniform Crime Reports bulletin. You can, of course, compare the published average number of police employees per 1,000 people in the general population with your own figures. Such comparisons serve their purpose; however, you will want to put the spotlight on your own day-to-day problems and workload.

Nationally, city police strength per 1,000 people in the general population has increased 9.4 percent during the period 1935 to 1952. We do not know how much of this increase is due to the shorter workweek.

If you change from a 48-hour (6 day) to a 40-hour (5 day) week, you have a decrease of about 17 percent. At first glance we think a department of 100 men working the 48-hour week must increase to 117 men working the 40-hour week to maintain its same level of effective strength. Actually, we find that the increase in the number of available employees must be about 20, not 17.

Effective Strength

The people we want to impress with our police strength or lack of police strength figures probably won't know what we are talking about when we say "effective strength." So you may decide to show on a separate chart one line for total police employees on the payroll and a second line to show effective strength available after deducting for days off, vacations, time off for sickness and injuries, and the like.

In the 6-day workweek (48 hours) we have our employees for 6 days only out of the 7, so six-sevenths of our assumed 100 employees, or 85.7, are available on each day of the week. The rest of the force, 14.3, permit all to have 1 day off per week. If we want the same daily attendance, 85.7 employees, under a 40-hour (5-day week) there must be a total strength of 120. (Each employee works 5 days out of 7 or five-sevenths of a week.) This is only the arithmetic and, of course, we should not be too precise here and try to talk about fractional parts of a person.

In our example we talk only of 100 people who are available for work each week and we include in

the figures their normal weekly day or days of rest. You will see that we did not attempt to illustrate the deductions for vacations, average days lost due to illness and injury, etc. Obviously, the one new employee you hire will not be at work every week of the year; so you have gained something less than the manpower of one employee times the total workdays in a year.

From the above example, we might say that a department with 100 men in 1935 and 120 in 1952 has not increased 20 percent in policing strength but on the contrary has remained unchanged, 86 in 1935 and 86 in 1952 (85.7 rounded off to the nearest full number). Such personnel figures for your department compared with increases in population, motor vehicles, complaints handled and serious crimes would clearly and forcibly demonstrate the actual status of police strength in comparison with increased burdens.

The increase in the number of registered motor vehicles will give you only a rough and possibly inadequate index of the growth of traffic problems but you could use them in such a study with other

factors which clearly demonstrate the extent of the increase in traffic problems in your community. Also, you might like the idea of a study of the increase in the percentage of personnel you must divert to the continually growing traffic phase of your police work and compare this with a picture of the percentage of personnel available for other police work.

In talking with our family, neighbors, and friends and at times even those officials in charge of budget matters we should not be surprised to find they do not keep clearly in mind that a police force is spread around the clock, or that they may vaguely picture a police force as something like a traffic light that is left on 24 hours a day. Naturally, we cannot expect them to be as close to our problems as we are; besides they are busy people with their own share of problems. So, we need to repeat constantly that, generally speaking, for every three policemen there can only be one on duty except in extreme emergencies when the entire force must go without sleep or time off.

Much to everyone's surprise except the law enforcement officer, we can show that only about 24 men, on the average, police a city having slightly over 100 police employees. Assume that your department is on a 40-hour (5-day) workweek with 100 employees available each week, on the average. This is after deducting the average daily absences for vacations, suspensions and sick and injured but not the weekly days of rest. Since each man works 5 days each week or five-sevenths of a week, only five-sevenths of the 100, or 71.4, are available for duty each 24 hours after allowing for the 2 rest days per week. If we break this daily figure down farther we find about one-third or 24 are on duty each 8 hours.

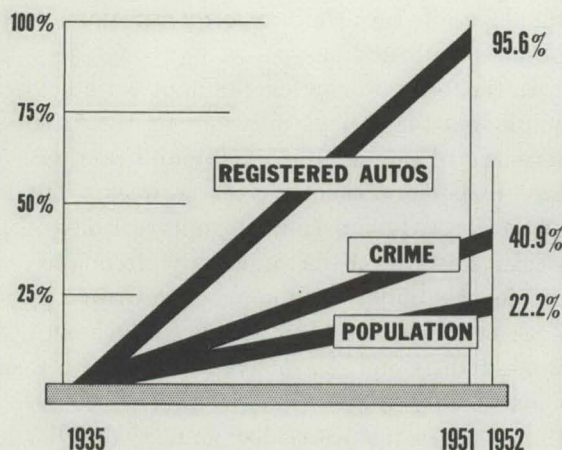
If you wish, this type of illustration can deal with the patrol force alone to spell out how thin is the "thin blue line" which guards the city.

Along with an emphasis on personnel needs or a demonstration of the workload carried by the department it is, of course, a smart administrative tactic to first insure that assignment of personnel by hour of day corresponds closely to the percentage distribution of police incidents by hour of day. A close probing of possibilities for effective assignment of personnel, particularly the patrol force, undoubtedly will show that more than one-third of the available personnel should be on duty during certain hours, thus assigning less than one-third to relatively slack periods of the day.

POLICE PROBLEMS MEASURED



PERCENT INCREASE
OVER 1935



Caught in the Act

It has often been said that one good picture is worth more than a thousand words. Nearly everyone has heard that statement at one time or another, but recently a teen-ager in Pennsylvania and an adult in Oklahoma had it brought home to them quite forcibly.

Early in June 1953, small sums of money began disappearing from the office of the Chief of Police Charles E. Walter at Jeannette, Pa. The money was stolen from a cigar box in which change from the collection of bicycle license fees and small metal license plates for bicycles were kept.

Patrolman Frank Cignetti, suspecting the pilferer was probably a juvenile, mounted the department's camera on a partition within the office about 7 feet from the ground and the width of the room from the desk in which the cigar box was kept. He set the camera at f-11 and one one-hundredth of a second. Using the ground glass to focus and establish his field, he trained the camera on the area where a person would have to stand to open the desk. The camera was equipped with a flash bulb and synchronized shutter trigger. However, the battery terminals were connected to a wire which led from the camera flash gun to a spring switch. This switch was fastened to the central underpart of the desk. The spring leaf was drawn back, to break the circuit, with a rubber band which was fastened to the upper right-hand drawer in which the money was kept. When the drawer was opened, the tension on the band would be released, allowing the spring to resume contact, thus closing the circuit so that both the flashbulb and camera performed their function.

The plan worked and when the photograph was developed, the thief was identified by officers who had had dealings with him in connection with prior offenses.

Although police officers in Ada, Okla., had no time to set up a camera, their evidence was just as conclusive, as shown in a photograph submitted by Chief Cecil Smith. An officer making his rounds found the lock on a grocery store had been broken and called the station for assistance. Another officer and a photographer arrived at the grocery store. A survey of the rear entrance of the store located one burglar near the rear door who had already entered the store through the ceiling and had set a ladder for his confederate. The first burglar was removed from the store, after which the officers and the police photographer quietly

waited to see if they could hear anyone else on the roof or in the upstairs. As the second burglar dropped through the hole in the ceiling to the ladder, the photographer immediately snapped his picture. Thus, "caught in the act," the two men pleaded guilty to burglary charges and received 5-year sentences in the Oklahoma State Penitentiary.



Two studies in concentration.

WANTED BY THE FBI



PETER EDWARD KENZIK, with aliases: Joseph Kamynski, Frank J. Kenzik, Peter Edward Miller, Bud Peterson, "Pete"

Unlawful Flight To Avoid Prosecution (Murder)

On March 13, 1953, Kenzik, who was known locally as Peter Edward Miller, visited his wife in Chicago, Ill. After a violent argument, Kenzik allegedly stabbed his wife to death. His victim's 75-year-old mother, trying to aid her daughter, was also stabbed.

Investigating officers discovered that Kenzik was a fugitive from the London, Ohio, prison farm, from which he escaped on March 2, 1948. He was serving a sentence of 1 to 20 years, at the time of his escape, for an attempted knife assault upon his first wife.

On March 19, 1953, Chicago authorities charged Kenzik with the murder of his wife. On learning in June 1953, that he had returned to his old haunts in Lorain, Ohio, they requested FBI assistance in locating him. A complaint charging Kenzik with unlawfully fleeing from the State of Illinois to avoid prosecution for murder was filed before a United States Commissioner in Chicago on June 12, 1953.

Kenzik was first sentenced to prison at the age of 15 as a sex offender. He has also been arrested and imprisoned for burglary, disorderly conduct, and cutting with intent to kill or wound. He has been paroled on two occasions.

Kenzik may be armed with a gun or knife and should be considered dangerous; he has escaped from a penal institution and has suicidal tendencies.

Kenzik is described as follows:

Age.....	46, born June 1907, Pittsburgh, Pa. (not verified).
Height.....	5 feet 7 inches.
Weight.....	145 to 165 pounds.
Build.....	Medium.
Hair.....	Light brown, may be wearing long sideburns.
Eyes.....	Blue, sometimes wears rimless glasses.
Complexion.....	Medium.
Race.....	White.
Nationality.....	American.
Occupations.....	Tailor, sailor, fireman, laborer.
Scars and marks.....	Scar across bridge of nose, burn scar left forearm, burn scar outer side of right elbow, blue tattoo of tombstone with wording, "In Memory of Mother" on right forearm.
Remarks.....	Reported to frequent taverns and dance halls, upper left front tooth may be missing.
FBI number.....	143,525.
Fingerprint classification.....	11 O 1 U 000 18 M 18 R 001

Notify FBI

Any person having information which may assist in locating Peter Edward Kenzik is requested to immediately notify the Director of the Federal Bureau of Investigation, United States Department of Justice, Washington 25, D. C., or the Special Agent in Charge of the division of the FBI nearest his city.

"ENDORSED BY THE FBI"

Law enforcement officers are cautioned against accepting any advertisement or statement, either written or oral, purporting to convey the endorsement of the Federal Bureau of Investigation for a commercial product, device or system of any kind. No such endorsement is given by the FBI. This fact has no bearing, of course, on either the quality of the product or the character of its sponsor. As a law enforcement agency of the Federal Government, the FBI must remain neutral in matters involving the sale of commercial products.

MODUS OPERANDI—AUTO THEFT

Three auto thieves recently convicted of interstate transportation of stolen automobiles based their modus operandi on stolen certificates of title. Approximately 50 of these certificates, in blank, were stolen during the daylight hours from an Oklahoma tax office.

These thieves, operating throughout Alabama, Missouri, Nebraska, Indiana, Illinois, Ohio, and Colorado, represented themselves as reputable farmers of the vicinity in which the cars were stolen. Having decided upon a car, usually a Mercury or a Packard, the thief would make the required down payment, invariably in \$100 bills. In each instance, the thieves executed a conditional sales contract by which title to the automobile did not pass until it had been completely paid for. Having obtained possession of the car by making the initial down payment, thief and car would then disappear.

The car now in his possession, the thief next prepared one of the stolen Oklahoma certificates of title to match the car. The car was then driven to another State where, through surrender of the stolen Oklahoma title by executing the assignment on the reverse side, a legitimate title was obtained. Immediately upon receipt of the legitimate title, the thief sold the car nearby.

Investigation of the activities of this trio, who operated over a period of less than a year, resulted in identifying 12 cars obtained fraudulently and titled through the use of the stolen titles. All three subjects had previous records of burglary and theft. The arrest record of one of the thieves revealed a criminal career of nearly 20 years comprising such offenses as chicken thievery, purse snatching, confidence schemes, and robbery.

TENTH ANNUAL SEMINAR

The Tenth Annual Seminar and Training Course for Arson investigators will be conducted at Purdue University, Lafayette, Ind., May 3 to 7, 1954, according to an announcement by Prof. Shelby Gallien, Director of Purdue's Public Safety Institute.

This seminar and training course offers an opportunity for specialized study and discussion of arson investigation problems under the guidance of outstanding police and fire specialists from all parts of this country and Canada. The seminar is

conducted by the Public Safety Institute of Purdue University, with the cooperation of local, state and national organizations interested in arson control and prevention.

NOTICE

The FBI receives numerous requests from law enforcement officers who wish to receive the *FBI Law Enforcement Bulletin* regularly. Every effort is made to honor these requests in order that this service may be made available to the greatest possible number.

Distribution of the *Bulletin*, however, must be made in accordance with budgetary limitations. It is therefore requested that when officers discontinue their law-enforcement duties, or no longer desire to receive the *Bulletin*, immediate notice be given to the FBI, in order that our records may be adjusted accordingly. This will permit distribution of the *Bulletin* to other officers.



Can You Help in This Case?

On March 12, 1954, the Greenwood Branch of the Seattle First National Bank, Seattle, Wash., was robbed. There was a gun battle and Seattle Police Officer Frank W. Hardy was killed. Two other officers were seriously injured and, as this is written, one of them is still in a critical condition after undergoing a 6-hour operation. The crime is considered one of the most vicious ever committed in the State of Washington. Newspapers and radio stations in the area have combined to develop a fund for the benefit of the police officers involved. The president of the bank has offered a reward of \$5,000 for information leading to apprehension and conviction. The King County Banks Clearing House Group is offering a similar sum. The Seattle City Council has also placed a \$1,000 reward. A vigorous investigation is being made jointly by Seattle police officers under the personal direction of Chief of Police H. J. Lawrence and the FBI. All officers are requested to check files and be on the lookout for a stolen State of Washington 1954 auto license plate number 224344A. Please check also for any record of a Colt Police Positive Revolver, 4-inch barrel, serial 402140. Advise the FBI or the Seattle police by the quickest means if information is found.

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

Superintendent
State Police
Salem, Oregon

(1)

Questionable Pattern



The pattern above is classified as a loop with 18 ridge counts and referenced to a double loop type whorl. The delta is located at D and the core at C. As the pattern first appears, it is a double loop; but the impression is more widely rolled than normal. If rolled only to a normal degree, the recurving ridges at A would not appear, the print would be classified as a loop, and there would be no indication of needing a reference to a double loop. The only way to be sure of finding the fingerprint record in file when searching future prints is to classify the pattern as it would appear if rolled normally and reference as the pattern appears when more widely rolled.